Central Corridor/Traditional Neighborhood Consultant Review 12/10/2010

COMMON THEMES

- Be tougher on auto-related uses
- Have more design standards for auto-related uses
- Incorporate sustainability requirements
- Refine parking requirements, reductions
- Extend radius defining station area (re: distance from platform) to either 1/3- or ½-mile
- Add standards for landscaping treatment along alleys

Thomas Comitta Associates, Inc.

Issues raised/suggestion:

- Define station area as area within 1/3-mile of platform
- Wordsmithing minor word changes for clarity
- Parking reduction (66.341/66.342) of 30% (not 25%) in T1-T2 within ¼-mile of a transit street, and in T3-T4
- Add a design standard re: lighting for T zones
- Master Plans
 - o Add alleys to elements discussed in master plan sections 66.344
 - Minor changes to master plan requirements in T3-T4
- Define 'outdoor activity zone'
- Alley access from nonresidential property should only be permitted in cases where it is necessary because of high traffic volumes or speeds
- Add green/sustainability language/references to the code

Further exploration/consideration: (none)

Farr Associates

Issues raised/suggestion:

- Codify a map reflecting station area plan showing where permitted heights and minimum heights should be 2+ stories
- Streamline review process for those developments within ¼ area prioritize projects that meet all applicable standards
- Incorporate sustainability requirements into zoning for station areas
- Permit carriage house/accessory dwelling units by right in lower density areas within station areas
- Keep a couple of the TN design standards we're proposing deleting re: building façade articulation
- Changes to a few of the TN design standards re: parking location and design, parking lot lighting
- Study access issues/solutions on key blocks to determine if alley access is desirable from a residential and business perspective

- Add green/sustainability language/references to the code
- Limit driveway width to a given measurement (25' is common)

Further exploration/consideration:

- Consider reductions/credits in I districts as well as TN
- Additional requirements for parking spaces that exceed the maximum internal to the building or below ground
- For drive-throughs in TN2, require additional conditions location to the rear of the building, limit number of curb cuts on University
- 65.534 Service Business with Showroom or Workshop limit ratio of show space to back room space, require showroom space along the street within ¼ mile

McGuire Woods

Issues raised/suggestion:

- FAR is an imprecise measure, but if you use it don't reduce it best to use more stringent design standards (parking location, maximum setback or build-to lines) or use of form based coding
- Allow some uses as long as they adhere to urban form standards
- Screen all parking along the street with liner buildings, streetwalls, fencing and/or landscaping
- Incorporate sustainability requirements re: dark sky lighting, integration of solar/wind technologies, etc.
- Add conditions for permitting drive through sales and services as CUP re: screening, positioning them at the rear of the lot with alley access
- Streamline review process for those developments within ¼ area prioritize projects that meet all applicable standards
- Measure buildings by stories rather than feet
- Consider allowing arcades, awnings, window boxes and door openings within the setback
- Signage for the rear of buildings when alleys are used for access

Further exploration/consideration (McGuire Woods):

- Use of more stringent design standards and application of design standards along the alley where there are parking lots/entrances (addition of fencing)
- "Planned densification" for initial phases, building placement along sidewalks and getting the public realm is more important than FAR; allow for eventual densification of one-story buildings
- City as provider, manager of shared parking facilities
- Integrate green infrastructure into proposed parks
- Add green/sustainability language/references to the code particularly as it relates to stormwater

Community Design + Architecture

Issues raised/suggestion:

- Define station areas as ½-mile from station (not ¼-mile)
- Design standards for attractive alleys and buffering residential from non-residential uses
- Design guidelines for auto-related uses, commercial parking facilities, indoor recreation

- Change proposed T2 to T3 within 1/8-mile of station platform
- Changes to dimensional standards (e.g. density ranges, setbacks) in T2, T3
- Tiered approach to parking reductions based on distance from station platform
- Keep a couple of the TN design standards we're proposing deleting re: similar facing buildings – and apply some of them to more T districts (esp. T1)
- Suggested additions to TN design standards
- Consider expanding station area radius to ½ mile with tiered regulation at 1/8, ¼ and ½ mile distances
- Prohibit drive-through sales and service in station areas, or use stringent CUP review
- Concern about using T2 and T4 across the street from one another
- Suggest 0.4 min. FAR in T2 based on furthering of TOD principles and development over the last 7 years

Further exploration/consideration:

- Allow on-street parking to count toward requirement in T2 as well
- Alley design standards add landscaping/fencing requirements along residential alleys
- 64.503 business and identification signs allow 1 per storefront rather than setting a distance requirement
- Consider density for 2-family/townhomes of 10-22 du/a in T2 and 12-25 du/a in T3, at least within 1/8 mile a station
- Consider requiring stepbacks after 55' in T4 so as not to cast shadows on adjacent, lessdense districts